factories list auction dates

American Motors

July 6—D-A Auto Auction, New Stanton, Pa.

July 7—Kansas City Auto Auction, Kansas City, Mo; Sand Mountain Auto Auction, Boaz, Ala.

July 8 — Ohio Auto Auction, Columbus, O.; Minneapolis North Star Auto Auction, Shakopee, Minn., and Fredericksburg Auto Auction, Fredericksburg, Va.

July 13—Aptco Auto Auction, Taylor, Mich.

July 14—Southern Auto Auction, Warehouse Point, Conn.; Central States Auto Auction, Mason City, Ia., and Dallas Auto Auction, Grand Prairie, Tex.

July 15—Todd Auto Auction, Telford, Pa.; Minneapolis North Star Auto Auction, Shakopee, Minn.

July 16—Floyd Hauhe Auto Auction, Bridgeton, Mo.; Concord Auto Auction, Acton, Mass.

July 20—D-A Auto Auction, New Stanton, Pa.; Ohio Auto Auction, Columbus, O.

July 21—Kansas City Auto Auction, Kansas City, Mo.; Sand Mountain Auto Auction, Boaz, Ala.

July 22 — Minneapolis North Star Auto Auction, Shakopee, Minn.; Fredericksburg Auto Auction, Fredericksburg, Va., and Evansville Auto Auction, Evansville, Ind.

July 27—Aptco Auto Auction, Taylor, Mich.

July 28—Southern Auto Auction, Warehouse Point, Conn.; Central States Auto Auction, Mason City, Ia., and Dallas Auto Auction, Grand Prairie, Tex.

July 29—Todd Auto Auction, Telford, Pa.; Minneapolis North Star Auto Auction, Minneapolis, Minn.

July 30—Floyd Hauhe Auto Auction, Bridgeton, Mo.; Concord Auto Auction, Acton, Mass.

Ford Motor Co.

July 14—Columbus Auto Auction, Obetz, O.; Metro Auto Auction of Kansas City, Lee's Summit, Mo., and Southern California Auto Auction, Fontana, Calif.

July 20—Arena Auto Auction, Chicago, Ill.; Harrisonburg Auto Auction, Harrisonburg, Va.

July 22—Nashville Auto Auction, Nashville, Tenn.

July 27—Aptco Auto Auction, Taylor, Mich.

July 28—Concord Auto Auction, Acton, Mass.; Central States Auto Auction, Mason City, Ia., and Golden Gate Auto Auction, Fremont, Calif.

Used car sales
Auction Averages

July to date	$4,776
Month ago	$4,625
Year ago	$4,290

Model breakdown
Auction Averages

	JULY TO DATE	JUNE	MAY
1982	$8,046	$8,646	$8,102
1981	6,735	6,892	6,996
1980	5,282	5,367	5,439
1979	4,888	4,788	4,807
1978	3,879	3,837	3,874
1977	3,065	2,950	2,986
1976	2,081	2,041	2,146
1975	1,589	1,415	1,539
Overall Average	$4,776	$4,708	$4,790

Anglo American Auto buys Nashville

The first U. S. acquisition contract by newly formed Anglo American Auto Auctions Inc. is confirmed with a handshake in Nashville by David Wickins, right center, chairman of AAAA's parent company, British Car Auction Group, and seller Tom Beasley, left center, of Nashville Auto Auction Inc. Mike Richardson, left, executive vice president, Nashville Auto Auction, and Peter Warman, British Car Auction vice president for finance, join them. Initial purchase price of the U. S. auction was some $5 million.

Japan auto sales continue their yo-yo course

TOKYO. — Car sales in May were up again in Japan after a dismal April which, in turn, followed a buoyant March. Registrations of normal vehicles were up 5.3 percent at 286,899 units, while midget sales grew 10 percent to 98,770.

Sales of cars with engines of less than 2.0 liters were up 16 percent at 198,000 but, as usual, sales of larger cars dwindled—this time by 26 percent to only 5,000 units.

Toyota's Corolla reasserted itself as the best-selling car with 16,300 units, although the total was 4.5 percent below the same month last year. The Mazda GLC continued its good run with 13,700 sales (up 12 percent), while the Nissan Sentra continued to gain ground with 11,800 sales (up 53 percent).

Among cars in the 1.5-2.0-liter class, the Datsun Bluebird (810) was the best seller at just under 10,000 but, like the Corolla, it was below last year—in this case by 10 percent.

Significantly, though, in that class the new front-drive cars are not living up to expectations. Nissan's Stanza accounted for only 1,500 sales, Mitsubishi's Tredia for only 1,124 and the Toyota Camry/Vista for 3,437.

Clearly, the Japanese have not yet accepted the front-wheel-drive 1.6-1.8-liter sedan as a worthwhile alternative to the established rear-drive models.

used-car auction directory

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4 Ford plants and VWoA are idle

Downtime trims week's car output

By Patricia Hoffman
Staff Writer

Domestic auto production last week dropped from the previous week's total as four Ford facilities and Volkswagen of America's Westmoreland point were down for inventory control.

The makers scheduled 122,125 cars last week, down 8.41 percent from 133,344 the previous week and down 16.17 percent from 145,685 the comparable 1981 week.

Breakdown for the week by company is: General Motors, 70.46 percent; Ford Motor, 15.78 percent; Chrysler Corp., 12.53 percent; American Motors, 1.15 percent and Checker Motors, 0.08 percent.

VWoA's Westmoreland facility began a two-week shutdown last week (June 28) to control overstocked inventory. The plant will resume operations for three weeks beginning July 12 and then will be idle again for six weeks for model changeover. Production of 1983 models is scheduled to begin Sept. 13.

Ford's Lorain, Metuchen, San Jose and Wayne facilities were all idle last week for inventory control.

GM's Leed's plant resumed operations last week following a three-week shutdown to control inventory.

Daily overtime continued last week at Chrysler's St. Louis point and at Ford's Dearborn, Kansas City, St. Louis and Wixom facilities.

Taxicab production is scheduled to end at Checker Motors' Kalamazoo point this Friday (July 9).

All car facilities will be idle today (July 5) in observance of Independence Day holiday.

So far this year, the auto manufacturers have assembled 2,709,787 units, a 26.09 percent decline from 3,666,371 units completed at this time last year.

Truck production declines 9 pct.; 3 plants down

Downtime at three plants pulled last week's domestic truck production down 9.04 percent from the previous week's total, but output was up 26.06 percent from that of the comparable 1981 week.

The makers scheduled 46,766 trucks last week, compared with 51,412 the previous week and 37,098 a year ago. The 1981 week included the July 4 holiday.

Year-to-date, the truck manufacturers have assembled 1,058,899 units, up 11.43 percent from 950,247 built through July 4 last year.

Volkswagen of America's Westmoreland facility went down last week for model changeover. Production of 1983 models will begin Sept. 13.

A three-week shutdown to adjust inventory began last week at International Harvester's Ft. Wayne and Springfield facilities.

General Motors' Pontiac point operated one-hour of overtime last Monday (June 28). Normal eight-hour operations resumed on Tuesday.

Also at GM, the Detroit, Moraine and Shreveport facilities worked five days of daily overtime last week.

Overtime was also scheduled last week at Ford Motor's Lorain, Michigan and San Jose facilities and at Chrysler Corp.'s Warren point.

All U. S. truck facilities will be idle today (July 5) in observance of Independence Day.

Canadian holiday cuts production of cars, trucks

Holiday downtime last Friday (July 2) dragged last week's Canadian auto production down 37.13 percent from the previous week's total, but output for the year-to-date remained above that of the comparable 1981 period.

The auto makers scheduled 14,004 units during four days of production last week, down from 22,274 units finished during five days the previous week and down 27.13 percent from 19,218 in the comparable week last year.

So far this year, the car manufacturers have finished 481,947 units, a 1.38 percent gain from 475,395 units built in last year's comparable period.

Last week's truck production, also for four days, was estimated at 8,149 units, down 34.64 percent from 12,468 the previous week. Output dropped 17.36 percent from 9,861 units built the same week last year.

Year-to-date, the truck makers have completed 284,948 units, down 5.17 percent from 300,472 built in the same 1981 period.

Ford Motor's St. Thomas car facility began a four-week vacation shutdown last week. The plant is scheduled to resume the week of July 26, but will be idled again starting Aug. 9.

Also at Ford, the Oakville car and truck facilities will be idled for vacation starting today (July 5). Car production at Oakville is scheduled to resume July 26, and the Oakville truck plant is slated to return July 19.

American Motors' Brampton facility will be idle two weeks starting today.

Volvo profits rise for year; car division leads the way

GOTHENBERG, Sweden. — Volvo profits topped 1.39 billion Swedish kronor in 1981 ($232 million U. S.), up 35 percent from 1.00 billion kronor ($168 million) in 1980, a profit largely attributable to the company's improved car business, according to Volvo's annual report.

Volvo not only sells cars and trucks, but is also involved in airplane, marine and industrial engines; oil drilling and trading; energy; food production; batteries; construction equipment, and steel processing.

Volvo Car Corp. increased its sales volume and market share last year. For the second consecutive year, the U. S. was Volvo's biggest export market. Volvo executives expect more of the same in 1982.

Volvo Car Corp. made a profit of 525 million kronor (about $87 million) on sales of 298,700 cars last year. During 1980, the company lost 195 million kronor ($32 million) on sales of 270,300 cars. That's a 720 million kronor (nearly $120 million) turnaround in one year.

Volvo's other strong car markets last year were Canada, Great Britain, France and Italy. Exports accounted for 83 percent of all Volvo passenger car sales.

Volvo's truck group did well in export markets outside of Europe. Volvo truck sales climbed to a record 28,300 units last year. During 1980, Volvo sold 26,300 trucks.

The 1981 truck record does not include 1,500 heavy trucks built in the U. S. during the last four months of the year by the Volvo White Truck Corp.

Volvo Energy AB lost money last year, but profits on all trading through Volvo's recently acquired Beijerinvest trading company increased last year.

Total profits of the combined Volvo and Beijerinvest activities were 1.42 billion kronor ($238 million U. S.) last year.

Market research group elects Ryder president

TOLEDO.—Paul R. Ryder, of Echlin Mfg. Co. has been elected president of the Automotive Market Research Council.

Other 1982-83 officers are Joseph C. McCourt, Union Carbide Corp., vice president; Robert P. Fohl, U. S. Steel Corp., secretary, and Hugh W. Sloan Jr., Budd Canada, Inc., treasurer.

U. S. CAR PRODUCTION

	Week Ended July 3, 1982	Week Ended July 4, 1981	Week Ended June 26, 1982	June Est.	Jan. 1 to July 4, 1981	Jan. 1 to July 3, 1982
AMERICAN MOTORS	1,400*	3,200*	1,400*	3,640*	58,854*	28,899
Spirit	.....	.....	.....	.....	.....	.....
Concord	.....	.....	.....	.....	.....	.....
Eagle	.....	.....	.....	.....	.....	.....
CHRYSLER CORP.	15,300	17,003	16,065	56,844	414,509	315,926
Plymouth Total	5,600	9,109	5,738	20,699	230,718	129,085
Horizon	2,200	3,332	2,403	7,898	86,914	40,257
Reliant	3,600	5,777	3,335	12,801	134,217	88,828
Caravelle	.....	.....	.....	.....	2,139	.....
Gran Fury	.....	.....	.....	.....	7,449	.....
Chrysler Total	3,200	.....	3,597	12,760	22,098	62,239
LeBaron	3,200	.....	3,597	12,760	17,236	62,239
Chrysler	.....	.....	.....	.....	4,862	.....
Dodge Total	6,300	7,894	8,730	23,385	191,693	124,602
Omni	2,400	3,213	2,241	7,977	68,599	38,127
Aries	3,100	4,681	3,563	11,482	106,768	68,250
Diplomat	.....	.....	.....	.....	12,644	.....
Dodge 400	800	.....	926	3,926	.....	18,225
St. Regis	.....	.....	.....	.....	3,682	.....
FORD MOTOR	19,274	31,384	30,979	134,793	780,336	612,059
Ford Division	11,270	21,992	19,413	86,026	532,384	390,312
Escort	.....	7,295	6,543	27,314	199,347	155,973
Fairmont	3,508	4,659	3,786	17,087	114,555	69,080
Must./Must. II	3,666	5,530	3,690	16,602	92,990	72,681
Granada	4,096	2,759	4,067	18,922	46,436	66,711
Thunderbird	.....	1,749	1,131	5,299	38,170	21,709
Ford	.....	.....	.....	.....	40,886	.....
EXP	.....	.....	196	802	.....	4,158
L-M Division	8,004	9,392	11,566	48,767	247,954	221,747
Mercury Total	6,009	9,392	9,534	39,374	211,657	169,632
Lynx	.....	2,849	2,877	9,216	69,393	47,123
Capri	1,193	1,739	1,223	4,829	32,948	18,182
Zephyr	1,056	1,475	1,064	6,291	35,109	22,748
Cougar	1,920	1,415	1,978	8,302	23,833	31,822
XR-7	.....	864	502	2,189	16,729	7,245
Mercury	1,840	1,050	1,840	8,353	33,645	41,598
LN7	.....	.....	50	194	.....	914
Lincoln Total	1,995	.....	2,032	9,393	36,297	52,115
Continental ('82)	400	.....	406	1,878	.....	10,952
Lincoln	979	.....	996	4,603	17,699	23,517
Mark VI	616	.....	630	2,912	18,598	17,646
GENERAL MOTORS	86,051	91,111	81,742	362,979	2,265,752	1,701,524
Buick Division	19,631	16,962	16,920	80,774	496,877	396,014
Skylark	3,996	5,469	3,484	15,208	138,045	72,272
Skyhawk J	2,275	.....	.....	4,030	.....	45,034
Century	3,425	1,277	3,188	15,108	85,852	67,960
Regal	4,776	5,446	4,680	22,385	152,358	102,826
Buick	4,107	3,433	4,508	19,194	90,408	87,524
Riviera	1,052	1,337	1,060	4,849	32,214	20,398
Cadillac Division	5,850	7,304	5,716	24,860	152,384	129,713
Cimarron	309	990	186	605	5,290	2,130
Seville	328	493	332	1,508	14,768	12,348
Eldorado	1,388	1,615	1,393	6,392	36,297	33,237
Cadillac	3,825	4,206	3,805	16,355	96,029	81,998
Chevrolet Division	27,755	35,712	27,992	116,933	832,429	533,485
Chevette	5,930	7,618	5,810	25,228	178,868	117,023
Cavalier	2,320	3,474	1,792	7,298	28,654	44,949
Celebrity	1,855	.....	1,871	6,397	.....	35,680
Camaro	5,205	4,202	5,501	22,766	81,011	117,106
Citation	5,010	7,492	5,056	22,301	196,369	93,275
Malibu	3,430	3,817	3,464	15,507	150,069	60,807
Monte Carlo	2,040	3,508	2,441	9,781	81,858	35,113
Chevrolet	1,365	4,843	1,450	4,969	97,629	14,253
Corvette	600	758	607	2,666	15,971	15,279
Oldsmobile Division	18,392	17,722	16,805	76,784	517,750	397,930
Omega	2,312	3,364	1,672	8,215	82,505	44,258
Firenza	2,065	.....	.....	1,997	.....	31,396
Cutlass	4,920	7,489	4,872	22,717	258,145	100,366
Cutlass/Ciera	2,220	.....	2,610	12,232	.....	63,499
Oldsmobile	6,043	5,806	6,820	27,786	150,184	139,701
Toronado	832	1,063	831	3,837	26,916	18,712
Pontiac Division	14,423	13,411	14,309	63,628	284,312	244,382
Acadian†	190	385	190	1,211	12,870	6,775
J2000	1,742	2,474	1,754	7,468	24,995	20,952
T1000	1,528	2,265	1,541	6,777	39,520	18,370
Firebird	3,434	2,448	3,258	14,854	39,819	69,303
Phoenix	1,774	2,181	1,801	8,435	64,164	26,369
Grand Prix	1,815	1,909	1,854	8,792	58,610	41,459
Bonneville ('82)	1,897	.....	1,864	8,839	.....	41,490
A6000	2,043	.....	2,047	7,252	.....	19,664
LeMans	.....	1,383	.....	.....	36,042	.....
Pontiac	.....	366	.....	.....	8,292	.....
VOLKSWAGEN	.....	2,987	3,058	9,294	95,700	49,316
CHECKER	100*	.....	100*	460*	1,218*	2,063*
Total Cars, U. S.	122,125	145,685	133,344	568,010	3,666,371	2,709,787

TRUCK PRODUCTION IN U. S.†

	Week Ended July 3, 1982	Week Ended July 4, 1981	Week Ended June 26, 1982	June Est.	Jan. 1 to July 4, 1981	Jan. 1 to July 3, 1982
CHEVROLET	15,400	11,160	17,967	74,163	306,221	361,539
DODGE	3,000	2,249	3,086	13,583	52,142	69,288
FORD	18,777	13,545	20,332	82,434	347,206	385,108
GMC	5,743	4,045	5,632	26,485	102,280	133,762
INTERNATIONAL	796	1,352*	1,165	5,229	38,522	27,210
VOLKSWAGEN	.....	757	160	1,041	23,429	8,103
JEEP	2,000*	2,500*	2,000*	5,200*	45,592*	42,711*
AM GENERAL	50*	90*	50*	230*	2,255*	1,180*
MISCELLANEOUS	1,000*	1,400*	1,000*	4,600*	32,600*	30,000*
Total Trucks, U. S.	46,766	37,098	51,412	212,965	950,247	1,058,899

CANADIAN TRUCK PRODUCTION

	Week Ended July 3, 1982	Week Ended July 4, 1981	Week Ended June 26, 1982	June Est.	Jan. 1 to July 4, 1981	Jan. 1 to July 3, 1982
CHRYSLER CORP.	2,111	1,843	2,542	10,876	42,885	55,322
FORD MOTOR	2,948	2,644	4,067	16,783	89,747	77,265
GENERAL MOTORS	2,880	5,387	5,596	25,491	161,376	145,936
INTERNATIONAL	210	187	263	1,124	6,464	6,425
Total Trucks, Canada	8,149	9,861	12,468	54,074	300,472	284,948
N. American Trucks	54,915	46,959	63,880	267,039	1,250,719	1,343,847

†—Now includes window van production. *—Estimated.
Jeep includes commercial only. AM General includes government-destined vehicles.

CANADIAN CAR PRODUCTION

	Week Ended July 3, 1982	Week Ended July 4, 1981	Week Ended June 26, 1982	June Est.	Jan. 1 to July 4, 1981	Jan. 1 to July 3, 1982
AMERICAN MOTORS	488	699	610	2,507	17,127	14,236
CHRYSLER CORP.	3,440	1,959	4,222	16,798	22,308	89,943
FORD MOTOR	3,176	5,965	8,949	35,438	127,938	171,684
GENERAL MOTORS	6,720	10,415	8,313	35,188	302,440	200,537
VOLVO	180	180	180	918	5,582	5,547
Total Cars, Canada	14,004	19,218	22,274	91,847	475,395	481,947
N. American Cars	136,129	164,903	155,618	659,857	4,141,766	3,191,734
N. American Trucks	54,915	46,959	63,880	267,039	1,250,719	1,343,847
North American Cars and Trucks	191,044	211,862	219,498	926,896	5,392,485	4,535,581

†—All Acadians and Caravelles are built for sale in Canada. *—Estimated.

C2700-1 7/12/82

Automotive News.

July 12, 1982

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Two turbos, two tops

Design study for Maserati

Italian coachbuilder Embo S.p.A.'s first prototype of a convertible for the new Maserati Biturbo was displayed at the Turin Auto Show. Maserati has since ordered up a second prototype—with only two seats and a longer rear deck—which is expected to be offered first in Europe, then in the U. S. in late 1983. Embo will convert the cars for Maserati.

Domestic sales hit skids; June total worst since '58

By Jenny L. King
Staff Writer

New-car sales in June veered abruptly from an earlier pattern of slow domestic-car growth and sharp imported-car decline.

The major U. S. firms reported their second-worst month this year, the lowest June since 1958 and the worst first half of a calendar year since 1961.

June sales of imported cars were down 3.15 percent from the year-ago level but carved out a record hunk of the total market and their second-best-ever penetration on a monthly basis, 30.61 percent. It was their smallest monthly sales decline this year.

Without the aid of consumer bait such as lower interest rates and generous rebates, the five major domestic auto makers sold 451,430 new cars in June, down 12.82 percent from 517,815 the preceding year and second only to January's 368,138 as the poorest month of 1982.

The June total was less than half the record for the month of 949,849, set four short years ago, in 1978. The last previous lower total was 384,519 in 1958.

Import sale in June numbered 199,093, down 3.15 percent from last year's record total of 205,562, but they captured a record share of the smaller '82 June market: 30.61 percent compared with 28.41 percent in 1981.

Domestic first-half sales did what optimists and fans of the U. S. industry hoped they wouldn't — they dropped from the weak 1981 level to an even softer position. Sales for the first six months totaled 2,934,824, down 11.29 percent from 3,308,432. It was the lowest first half since 1961 when the figure was 2,751,460.

Import sales for the six-month period were down 13.56 percent, to 1,101,165 from 1,273,863. They accounted for 27.28 percent of the market, down slightly from 27.80 percent in 1981.

The industry total was 650,523 in June, down 10.07 percent from 723,377 a year earlier. Combined total for the first six months was 4,035,989, down 11.92 percent from 4,582,295.

• There was no good word from the domestic industry in June; some news just wasn't as bad as other news. Ford Motor Co. and Chrysler Corp. reported sales declines of less than 5 percent, while General Motors was down 16.67 percent, American Motors was down 20.14 percent and Volkswagen of America crept along 32.46 percent below its 1981 level.

GM sales numbered 259,056 for the month, down 16.67 percent from 310,886 last year. Ford was down 4.90 percent, to 120,947 from 127,173. Chrysler was down 4.47 percent, to 55,842

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Where auto market was in first half

	Total Sales	Pct. of Total
SUBCOMPACT	678,660	16.81
COMPACT	745,013	18.46
INTERMEDIATE	870,403	21.57
STANDARD	426,092	10.56
LUXURY	214,636	5.32
IMPORT	1,101,165	27.28
TOTAL	4,035,989	100.00

Shay Motors granted Chapter 7 liquidation

By Edward Lapham
Financial Editor

GRAND RAPIDS, Mich. — Shay Motors Corp. is in liquidation.

A U. S. Bankruptcy Court judge last week granted an application by the Battle Creek-based quickie replicar maker to convert its status under the U. S. Bankruptcy Code from reorganization under Chapter 11 to liquidation under Chapter 7. The company filed for Chapter 11 status on March 29. The company built Model A and '55 Thunderbird replicas.

The application was made in open court just prior to scheduled hearings on creditors committee petitions to appoint a trustee and reduce executive salaries and objections to certain members of the creditors committee by debtor-in-possession Shay Motors.

The application for conversion caught all parties by surprise, including Judge David E. Nims Jr., who granted the application and appointed Lloyd Kellum, of Battle Creek, as interim trustee.

The creditors committee was prepared to press its petition and had subpenaed former Shay Motors Vice President/Treasurer John E. Kyees to testify about company management procedures and practices.

Prior to the formal application, Shay Motors President

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breaking news

Domestic new-car inventory jumps to 78½ days

DETROIT. — The domestic auto makers had 1,364,214 U. S.-built new cars in inventory July 1, a 78½-day supply at the current depressed selling rate. A month earlier, the domestic new-car stockpile totaled 1,212,727 units, a much healthier 52-day supply. Detroit can take some solace, however, in the fact that the July 1 inventory was not quite as burdensome as it was a year ago, when 1,644,871 units in stock represented an 83½-day supply.

Chrysler sets '83 fleet price protection at 2 pct.

DETROIT. — Chrysler Corp. late last week sent price-protection letters to its dealers setting base '83 fleet price increases at 2 percent. Small-car prices are likely to remain unchanged. The letter indicated Chrysler will retain current fleet incentive programs to insure an aggressive launch for '83-model fleet sales.

Maker's delays focus attention on wide range of Japanese-European issues

Is Nissan having second thoughts on UK assembly plant?

By Richard Feast
European Editor

LONDON. — Reports from Japan in the last few days have done nothing to counter the growing feeling in Europe that Nissan will renege on its proposal to build a major car manufacturing plant in the United Kingdom.

Officially, the project is "still on," according to Nissan's UK adviser, Lord Marsh.

But Nissan's protracted delay in making a decision has had the inevitable effect of suggesting that the company is looking for a way out—especially after some remarks attributed to President Takashi Ishihara in the Japanese daily, Asahi Shimbum.

"There is strong opinion within our company that the project is very risky. We cannot push a project for which we cannot obtain company consensus," he is reported as saying.

The remarks were immediately interpreted in Europe as a softening-up process before Nissan officially made its announcement that the project had been taken off the front burner.

For diplomacy's sake, it would be going into the freezer. In reality, it would be destined for the trash can.

Lord Marsh, a former Labor Party transport minister, described all this as pure speculation.

He believed that Nissan would invest in the UK "in some form or another."

Nissan is now expected to make its decision by the end of this month. But it is a cry that has been heard many times.

• In January, 1980, a decision was expected within six months. At that time the factory being discussed was expected to be on stream in the mid-'80s. It was to have a capacity of 200,000 units annually, employ around 5,000 people directly and, at $500 million, amount to the largest foreign investment ever made in the UK.

While those figures seemed like good news in the first flush of enthusiasm over the project, doubts began to creep in.

They centered on local content. The proposal was for 60 percent local content at first, rising to 80 percent. This would be by value rather than weight.

One of the sticking points in Anglo-Japanese discussions was components. Nissan expressed doubts about the quality and availability of European products and clearly wanted to source much from Japan.

The components industry lobby insisted on use of European parts—and this led to further delays.

Ford, for instance, estimated that in order to compete with a Nissan assembly operation in the UK it would need to source its components from Japan, too, with a consequent loss of some 30,000 jobs in the component sector in the UK.

At the same time BL was already in trouble with exports of its Triumph Acclaim, assembled in the UK from Honda components. According to BL the local content is 60 or 70 percent.

Italian authorities are not convinced and have held up deliveries of Acclaim exports to the country, which limits Japanese new-car sales to around 2,200 annually.

The development did not go unnoticed by Nissan, which believes a manufacturing base in one Common Market country should provide free access to the markets of other member states.

• Neither were French authorities very enthusiastic about the original Nissan announcement. France limits Japan's share of the new-car market to 3 percent. The industry minister at the time accused Britain of a lack of community solidarity in trying to entice a Japanese manufacturer into an area where there was already excess capacity.

It is anti-Japanese feelings such as these which have con-

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